

CLASSIFICATION CONFIDENTIALCOUNTRY HungaryREPORT TOPIC 1. Hungarian Air Association in Sopron2. Gyöer Airfield

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EVALUATION PLACE OBTAINED 

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between June 1952 and March 1953, a training course of the Hungarian Air Association (Magyar Repulő Szövetség) (MRSZ) was held in Sopron (P 48/Y 63). Two hours of theoretical instruction, including aircraft theory, aircraft engine theory, flight theory, and meteorology and one hour of political indoctrination were given in Sopron each week, while flight training was conducted at Gyöer (P 48/Y 44) airfield on Sundays and holidays. In Sopron, flight training was not permitted because of the nearby frontier. In addition to theoretical training on conventional aircraft, a course was held in gliding and parachuting. The individual training courses consisted of 8 men who were trained in flying with conventional aircraft, 16 men who were trained in gliding, and 4 men who were trained in parachuting.

2. Two trainers, referred to as "birds", were stationed at Gyöer airfield for the training of members of the MRSZ. The aircraft were biplanes with in-line engines, two-bladed propellers, two-seater cabins, rigid landing gears and wings with X-shaped struts. The following aircraft for glider training were stationed at the field: 3 Voecsooks, 2 Komars, 1 Julius 18, and 1 Cimboras. The aircraft of types Voecsook and Julius 18 had fuselages without covering and pilot's cabins covered up to the pilot's neck. These aircraft were used by beginners. The Komars-type aircraft was an entirely covered high-performance glider and the Cimboras-type aircraft was an entirely covered trainer with two open seats in tandem fashion. Parachute training was conducted every two weeks. The trainees practiced jumping from a commercial aircraft which probably came from Budapest. Csontos (fnu) was the chief flight instructor on conventional aircraft and commanding officer of Gyöer airfield. Ferenc Szostovits was charged with theoretical instruction and flight training on conventional aircraft.

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3. The airfield was located on the eastern perimeter of Gyöer, just east of the industrial canal (Ipár Csatorna), and between the railroad line and road to Komaron (P 48/Y 75). The field covered an area of about 1,500 meters square. It could be expanded to all sides except to the west. A spur track which had been built to the airfield during the war was in poor condition in 1953.

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The airfield was used by the Moscovlet and MRSZ. A hangar which had been destroyed by a bomb hit in the war was reconstructed after 1945. No new buildings or construction activity were observed at the field prior to March 1953. There was a concrete runway, about 1,500 meters long and 80 meters wide, which extended from northwest to southeast. A concrete taxiway branched off toward the hangars. A radio station and DF station were also available at the field. No AA defense was observed at the field. The field was not camouflaged. A border guard detail of the State Security Service (AVH) in the strength of 9 men and 4 additional AVH soldiers for checking the civilian air traffic were stationed at the field.

25X1   Comment. The report contains information on preliminary flight training by the MRSZ. Gyoc airfield is still being used only by the Moscovlet and the MRSZ.

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